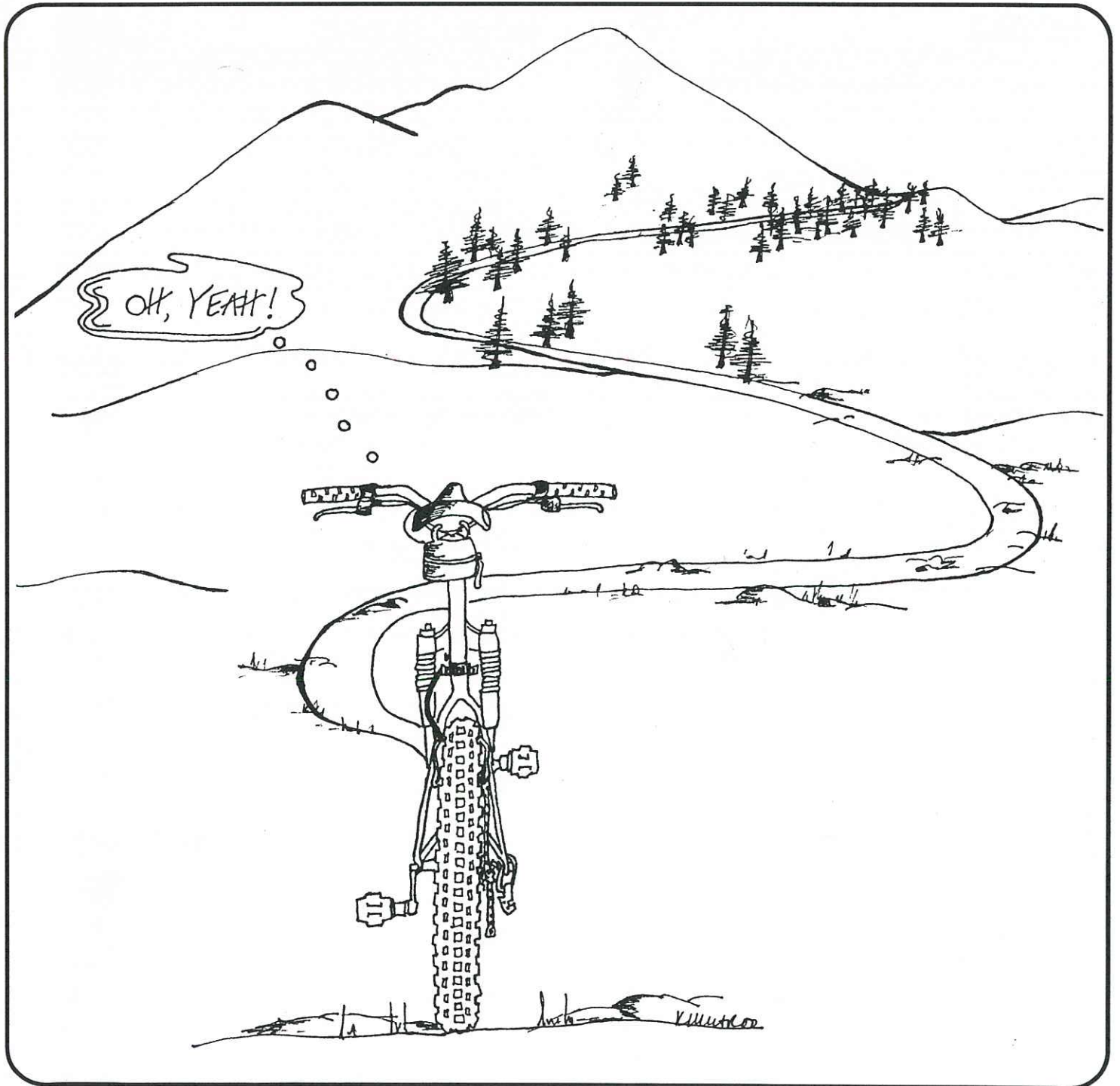
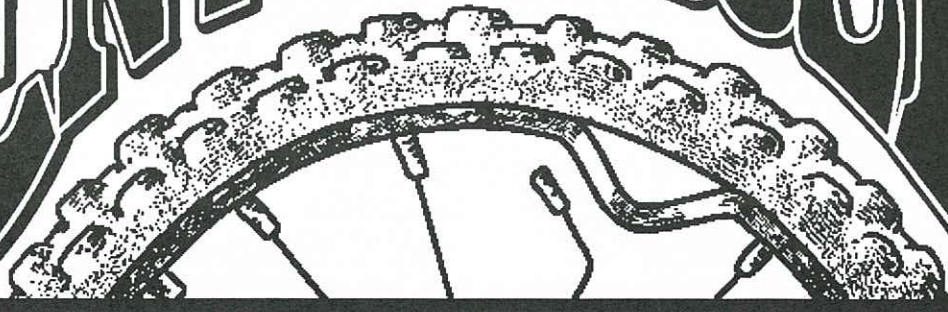


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Always check with promoter for information, current start times, race applications, pre-registration dates and date of events. See MMBA CPS rules for eligibility (Feb. 2000). All dates on public properties are subject to land manager considerations and it is up to the rider to make sure that times and dates are current and correct. Preregistration dates are determined by individual promoters and it is up to the rider to obtain current and correct preregistration dates from each promoter. It is highly recommended that you renew your membership in MMBA and pay the \$5.00 tabulation fee prior to the first race you want to count in the MMBA Festina CPS, regardless of when your current membership expires. Only your best results from half the races + one will be counted for the series - contact the MMBA for a complete set of official rules.

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Thank you Michigan Sports & Fitness for development of Subaru/MMBA ad - for MS&F subscription info call: 734-332-3786

BENT RIM BUGLE

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Dwain Abramowski

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Christina - As always thank you.

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Neil Young/John Denver/Heavy Head

Materials provided by a limited universe with unlimited potential - Use them wisely. This mag is printed on recycled paper

"...a bike has two wheels, rolls when pedaled and the trail is 28 miles long, anything more than that is pure speculation..."

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Editorial contributions and photos are welcomed but cannot be returned unless accompanied by proper postage. Send contributions to: MMBA/BRB P.O. Box 29 Belmont, MI 49306. The BRB provides free classified ads to MMBA members and advertising space to shops and manufacturer members at reduced rates. For deadlines and rates contact the address/e-mail/web site above or call 616-785-0120.

Opinions expressed are not necessarily those of the MMBA, Publisher, DNR, Forest Service, MMBA members, dealers and/or sponsors. All articles may be edited a little or a lot...it's mountain biking not world hunger...copyright June 2000 all rights reserved...and all that...but mostly and "clearly the most unfortunate people are those who must do the same thing over and over again, every minute, or perhaps twenty to the minute. They deserve the shortest hours and the highest pay." John Galbraith

This zine was established in 1986 by:

Craig Stutsky, Bonnie Alsum and Steve Pruett

Holly/Flint Chapter Chatter:

VOLUNTEERING not

only has its rewards, but

AWARDS as well. **Bob**

Climie, this year's Holly/Flint

Chapter FAFL Award winner,

has also been selected as

the **"State of Michigan**

Vibram National Trails Day

Volunteer of the Year." Each State has

one volunteer, who receives this presti-

gious National Award. Bob, who has

tallied over 100+ Volunteer hours

"annually" at Holdridge Lakes was

presented with a plaque and gifts at our

7th Annual National Trails Day Event.

Bob...**Holdridge Lakes,**

the Chapter Membership, Holly

Recreation Area and the trail users,

Thank-you for all you do on the

"Trail." Thanks...Bob! Monday and

Wednesday Night rides have begun. The

Monday Night Ride is for beginner to

intermediate level riders. Families and

kids are welcome. Contact Jane Hale at

810.232.1087 jhale@tir.com for info.

For more advanced rides, Wednes-

day Night Rides have also started.

Contact Wheels in Motion at

810.629.0969 or Grand Blanc Cyclery

810.694.2811 for info. A Chapter E-Mail

List is being constructed...Please send

your E-mail to rjerrell@tir.com. This will

be used for Chapter MMBA info only!

Thanks for your Chapter Membership

and trail involvement... Rick Jerrell

248.634.7691 rjerrell@tir.com

Mid-Michigan Chapter -

Matt Kowalczyk

The Mid-State Chapter held a race at

Adrian's Heritage Park on Saturday,

May 6th. Although there was a lower

turnout than expected, the event did

attract some interest among local bikers.

SpokeJunkie members April and Pam

made the trip to participate and check

out the trails. Adrian Lock and Bike set

up a booth at the race, providing free

mechanical help to anyone that needed it.

(Thanks, Joe!) The children's races had

lots of participants, and it was great fun

to watch the young competitors go head

to head. If you have never been to

Heritage Park, or figured it was too far

away, you are missing a real gem in

Southern Michigan! The very narrow

singletrack challenges riders for over six

miles through some beautiful woods and

fields in the park. Join us for Wednesday

evening rides at Heritage Park in Adrian!



Meet in the trailhead parking lot at 6:00 p.m. every Wednesday evening.

Upcoming trail maintenance dates include Heritage Park on September 16th. Jeff can use some extra help out here during the summer. Give him a call if you can help out. Although there are no set dates for group trail maintenance at Burchfield Park, someone is out there just about every week, fine-tuning the trail. Contact Harv Seeley at harv@flashmail.com.

Don't forget the Heritage Park Fall Race, On September 30th! Call 517-263-2161 ext. 296 for information.

Pontiac Lake Chapter - Carol Johnston

The Pontiac Lake Chapter held two successful trail maintenance days this spring!

In April, we cut some new single-track at Bloomer Park in Rochester. This new trail provides an alternate route to the big switchbacks, so check it out the next time you're there. (Don't worry, the switchbacks are still there for you to ride, but now you have another option!) **Special thanks to Art Fleming,** for his trail

planning and dedication to the trails at Bloomer. In May, we hit the trail at Pontiac Lake, to clean up some of the damage done by the storms and improve drainage in some of the muddy areas. Thanks to all the dedicated Volunteers who made our trail maintenance days a success!

Upcoming trail maintenance dates include Pontiac Lake on July 22nd, Bloomer Park on August 19th, and Pontiac Lake on September 16th.

Join us for evening group rides on the first Thursday of every month at Pontiac Lake Recreation Area. Come on out, meet some other MMBA members, and have a great ride! Jody Delavern, our chapter secretary, is organizing the rides, so look for her in the parking lot. Meet at the trailhead at 6:00 p.m. All speeds and abilities are welcome!

Potawatomi Chapter - Robert Hurley

There will be a trail maintenance

(Chatter continued next page)

day at Brighton State Recreation Area, on July 15th. Meet in the Bishop Lake parking lot at 9:30 a.m. Bring loppers if you have them, work gloves, protective eye-wear and water. We usually work until noon or later, but even if you can only join us for part of time, we could still use your help! **The next Potawatomi Chapter Meeting will be held on July 26th at 7:30 p.m.,** at the Arbor Brewing Company, 116 E. Washington, just East of Main Street in Ann Arbor. There will also be a meeting at the same location on September 27th, at 7:30 p.m.

Southeast Chapter - Todd Scott

Last November, the voters of Novi decided to **save Novi Tree Farm** from becoming another golf course. In response, the MMBA is increasing the amount of singletrack in the park. The new section begins a few yards to the left of the original trailhead. The new trail is not yet completed, but should grow throughout the summer. Check the MMBA web site's Southeast Chapter section, for the next Patagonia-sponsored trail-cutting day. South Lyon Volunteer Park Proposal: **The MMBA submitted a proposal for a modest mountain bike/multiuse trail on some newly acquired land in South Lyon.** The proposed trail would be a very easy loop with assorted optional sections of singletrack. Given the amount of wooded area and the topography, this trail design makes sense. It would be best suited to the beginner rider, families, and the local get-a-couple-laps-in-after-work rider. Tuesday, June 20th is the annual Maybury Summer Solstice Ride. Charge up your lights and drop by Maybury State Park (Beck Road South of Eight Mile Road) for a very social, silly group ride. All levels of riders are welcome. We'll start at dusk, which should be about 9:00 p.m.

Southeast Rail-Trail Update: The railroad right-of-way across northern Oakland and Macomb Counties is on the fast track to becoming a new rail-trail! This would add about 40 miles of new trail, connecting the East end of the West Bloomfield rail-trail with the City of Richmond. Along the way, the trail would pass through Pontiac, Auburn Hills, Rochester (including Bloomer Park), Romeo, and Armada. The majority of the local communities fully support this trail, as does both Counties. The Oakland County

portion of the trail is being promoted by the newly formed Friends of the Clinton River Trail. If you want to help make this trail a reality, contact Dan Kiefer at Dckiefer@aol.com.

In Macomb County, the Friends of the Macomb Orchard Trail are also campaigning to develop the trail (Yes, the potential trail has two names.) For the latest status, contact information, maps, and more, check out <http://www.orchardtrail.org/>.

XTERRA returns to Michigan! This year's XTERRA Midwest Race will be held July 15th and 16th at Stoney Creek Metro Park. The expo will be set up at the Baypoint Beach area. The main race involves a .93-mile swim in the lake (including a brief run across an island), a 19-mile 2-lap bike course using the existing off-road trail network, and a 10K run along the beach and lakeshore. The shorter XT race on the 16th will be half the distance. Teams can also participate in the relay event. {Although Ned Overend has competed in previous XTERRA races, he will probably not be at the Michigan event, due to a scheduling conflict.} Other events scheduled for the weekend include the annual Splash and Dash (swim/run) race,



"Hey is the Back Road Boogie fun?...You bet!" A satisfied rider from 1999. Join the Southeast Chapter for Back Road Boogie 2000 this fall!
Picture by
James Partridge S.E. Chapter

the Adidas Fun Run, an introductory off-road bike tour, and clinics. There will also be a climbing wall and fun activities for kids! For more information, check out <http://www.xterra.net>

Join us for the Fourth Annual Back Road Boogie ride event on Saturday, September 23rd. The event raises funds for Mountain Kids, an MMBA program that provides recreation experiences for

inner city youth. The event will take place on back roads in the Stoney Creek Metro Park area. For more information, **contact Peg Gutmann at (734) 699-6925, or e-mail her at mgutmann@hotmail.com**

Southwest Chapter - Mike Needham

Thank you all for your help in staging another Fort Custer Stampede! I hope every one had a good time and will cherish the memories of the day. The Southwest Chapter will use the proceeds to fund projects around the state and also within our own area. Thanks again!

On a recent Saturday, the Southwest Chapter set up a bicycle safety booth at the **Art Van** store in downtown Kalamazoo. We passed out cookies, Kool-Aid, and pamphlets. This year, space was made for us inside the store, where no one could miss us! We didn't let too many shoppers pass by our table without giving us notice. Every thing was set up and ready for us when we arrived slightly ahead of schedule. The manager and staff were cordial and seemed interested in bicycle safety. On behalf of the Michigan Mountain Biking Association's Southwest Chapter, I would like to thank Art Vans' **Karen Whetter, the Kalamazoo Store Staff, and The League of Michigan Bycyclists** for their part in bringing bicycle safety to the citizens of Kalamazoo.

The following trail maintenance dates are scheduled at Fort Custer: July 15th at 9:00 a.m., August 19th at 9:00 a.m., and September 24th at 12:00 noon - The focus will be on trim work, as recent rains have caused rapid growth of the vegetation. The chapter is also planning a group ride in the mountains of West Virginia. No firm information is available as of yet.

Don't forget that our chapter meetings are held at the Fort Custer Eagle Lake Pavilion, the third Monday of every month at 6:30 p.m. Also, please join our weekly chapter rides at Fort Custer on Thursday evenings at 6:30 p.m. **Make plans to be with us for the Dirtstock Fun Weekend, August 25, 26, and 27. With the addition of the Duane Chambers Memorial Time Trial** {on the fabulous green loop}, this year's event promises to be better than ever; don't miss it!

Any time is a good time to mountain bike in Southwestern Michigan! In addition to Fort Custer, challenging trails like T. K. Lawless near Vandalia, and Yankee Springs near Hastings are not far away. The 34 mile Kal-Haven Trail runs from Kalamazoo to South Haven. The Al Sabo Reserve is

(Chatter continued next page)

Trashed

Early last spring, MMBAers Lynda Racey, Scott Silvers, Jon Banas and Dan Harrison helped the City of Novi take a big step towards making North Novi Park (aka the "Tree Farm") a showcase for urban reclamation/recreation.

For years the parcel had been used as a dumping ground for household trash, construction waste, old appliances, abandoned cars and the like. My contention is, that if people perceive something as a dump, they will treat it as such. Indeed, there was new dumping over the winter. If we could send a message telling what the park **isn't** (namely, a public landfill), we could proceed to the message of what it **is**—a valuable nature area with a diverse ecology, easily accessible by the public.

Saturday, April 29, provided the perfect opportunity—annual "trash out" day. We proposed to the City that if we could get the trash out of the woods, and accessible to city vehicles, they would pick it up and haul it away. So, on Friday, Lynda and I rode the entire system, flagging items to be picked up, and pick-up points to take them to. We even cut a temporary trail between the bike and ski trails, for shuttling a particularly large pile of construction waste. Saturday morning dawned clear and balmy. Four of us got started early, hoping for reinforcements from the

MMBA and the OCJ (the Oakland County Jail). We had been promised a crew of work-release inmates. Well, we never did get any other MMBAers, but the inmates helped us shift two big piles over to the two-track. A partial inventory of what we pulled out: A refrigerator, four stoves, two washing machines, a water heater, the front end of a car, a bed, two chairs, two sofas, three toilets, a bathtub, enough siding to cover a small house, a gas barbecue, and enough miscellaneous junk to fill a garage. The city finished the job with dump-trucks in a week or so. In all, four MMBAers logged 27 FAFL hours. Long-time riders at Novi may find it disorienting not to see a bathtub at Mile 4. New riders—just enjoy, you don't know what you missed. Now it's time for the second phase of the program—to show the public what's out there. I'm lobbying for a self-guiding nature trail, using the

wider, less-technical ski trails. Very low-buck, low-tech, low-impact, but it will help users appreciate the treasure in their backyard. As I write this the woods are blooming with trillium, hepatica, anemones, marsh marigolds, and dozens of plants I haven't had a chance to identify yet.

SUNDAY, MAY 14 was the regular MMBA work day at Novi. We pruned back the brambles, smoothing out some sharp turns, and added about 0.2 miles of new singletrack. In exchange for the "sweat equity" we are accruing with the city, we expect to be able to repeat last year's deal: MMBA members get a season park pass (normally \$40 to non-residents) for \$10. And remember, before Memorial Day and after Labor Day, it's free anyway.

Dan Harrison

ed: Look for more of Dan's writings in *Michigan Sport and Fitness Magazine*.



Lynda Racey, Scott Silvers, Jon Banas and Dan Harrison helped the City of Novi take a big step towards making North Novi Park (aka the "Tree Farm") a showcase for urban reclamation/recreation.

(Chatter continued)

mountain-bikable (new word) if you can mind your manners and pick the least busy time of day. Battle Creek has a paved Linear Park with an 18 mile loop around the city and spurs that lead to urban communities. Come visit!

Western Chapter - Janet & Marty Jones

The Western Chapter would like to thank North Kent Cyclery for providing food for the Volunteers who dedicated their afternoon to work on the trail system at the **Cannonsburg State Game Area** on Sunday, May 22nd. Twenty-three members showed up to help cut back brush, repair areas washed out by the heavy rains in May, and of course, ride. For more information about future trail work dates, contact Dave at 616-874-7875.

John Haffenden, Yankee Springs

Trail Coordinator, would like to thank all of the hard working Volunteers who helped make the Yankee Springs Time Trial Trail Benefit a success again this year! **Thanks also to Tailwind Enterprises, Breakaway Bicycles, Yankee Springs Recreation Area DNR, and the many other sponsors.** Almost 600 racers competed. We will be using the proceeds to continue supporting our efforts to maintain the trail and other MMBA activities.

We will be holding a membership recruitment drive on Saturday, June 24th, from 10:00 a.m. until 3:00 p.m. at the Yankee Springs Recreation Area Deep Lake parking lot. If you would like to volunteer for a 1 or 2-hour shift, contact Marty at 616-363-1869. Our next chapter meeting will be held Tuesday, July 11th at 6:30 p.m. at Brann's Restaurant on Leonard Street. We'll meet in the lower level of the restaurant.

The next trail maintenance day is scheduled for Yankee Springs Recreation Area on Sunday, September 10th. Meet in the Deep Lake Parking lot at 11:00 a.m. Contact John at 616-897-2752 to help.

Special thanks goes to Camp & Cruise, for donating 200 feet of trail master to the Western Chapter. Watch for their ad in the Bent Rim Bugle. Then, visit Camp & Cruise, mention the ad, and get a 10% discount on vehicle accessories (does not apply to toppers). Camp & Cruise is located at 1613 Hayes Street in Marne 616-677-1274 or 3300 Plainfield in Grand Rapids 616-363-9800.

Riding at Owassippe is on hold during the Boy Scout summer camping season. Please respect the rules of the camp and do not ride on the camp property between May 31st and September 4th. For more information, call Chris at 616-844-9224.



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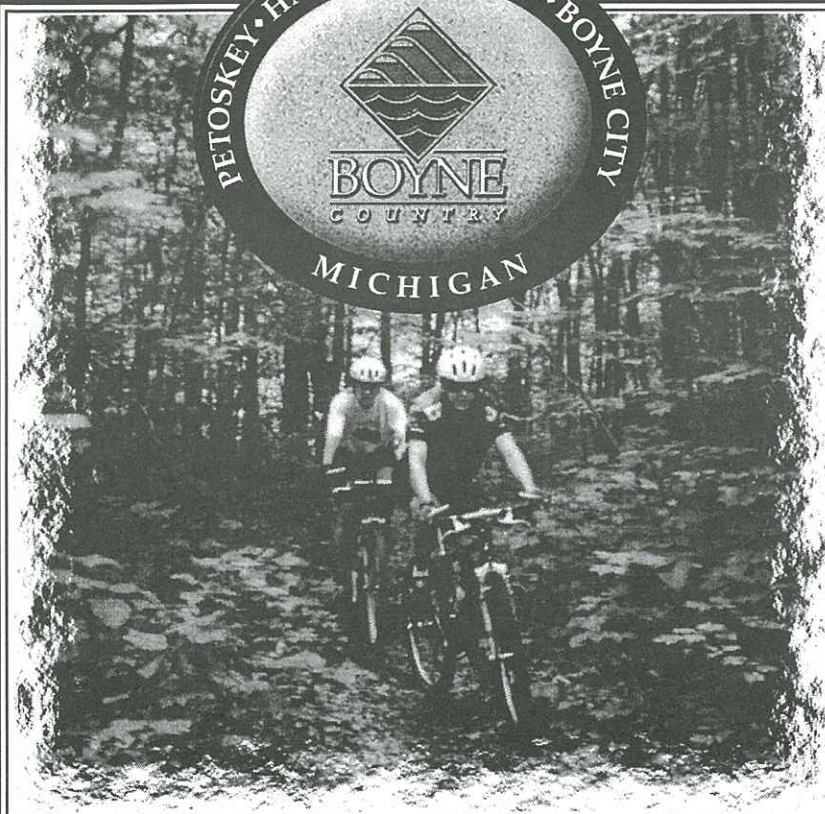
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Big Ring Ale is just another in a line of unique products that the MMBA has developed to help meet its funding resource needs, other products include MMBA JAVA, a smooth, dark-rich custom-roasted coffee, custom designed MMBA T-Shirts, MMBA Jersey's, embroidered hats and the unique MMBA Handbook, which contains all the latest trail and event activities taking place in 2000.

Big Ring Ale can be ordered locally through your neighborhood retailer or you can pickup Big Ring Ale directly at the Michigan Brewing Company in Webberville (517) 521-3600.

Oh, and it goes without saying if you're any kind of decent human being, don't drink and drive. Please drink in moderation.





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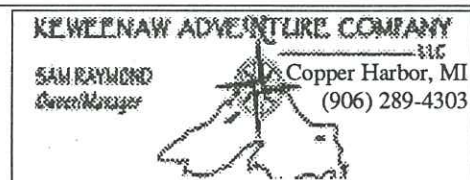
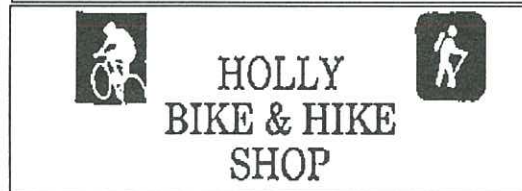
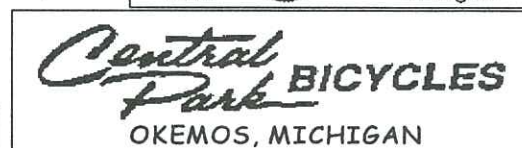
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Observed Trials Event Comes to Michigan

On Saturday, May 20th, an observed trials event was held at Riverbank Park in downtown Flint. A rarity in Michigan, the competition was part of a series of trials events being held to promote the sport in the Midwest. Jason Hill, an MMBA member and active trials competitor from Lapeer, Michigan, organized the daylong event. Demonstrating the camaraderie and support that trials riders have for their brethren, Jason encouraged a fellow rider maneuvering through one of the more difficult course sections, "You can do it! Nice job!" Nearby, co-organizer Jonathan Pool of Birmingham, Michigan laid out sections of the trials course with colored tape, distributed rule guidelines to competitors, and made sure that waiver forms were signed, "It's a lot of fun, and it's nice to see this kind of event taking place here." When asked about the formidable padding on his bike frame, Jonathan explained they were special pads, designed to protect his shins and calves, "It's too hot to wear them all of the time, so I carry them on my bike until it's time to ride."

Among the participants was #1 semi-pro Aaron Lutze, riding a Schwinn Homegrown with XTR V brakes. Aaron demonstrated several maneuvers, making each one look effortless. He cheerfully answered questions and explained the importance of the Flint event, "There's probably only fifteen trials riders in Michigan right now, but that may change if the sport continues to grow. Hopefully,

that the next event in the series is scheduled for his hometown of Waupaca, Wisconsin.



Brazilian Trials Rider Chris Santos Shows His Stuff

A small international contingent was also present for the event; Brazil's #1 rider, Christopher Santos, came to the United States to compete in the events. Riding a Brazilian made Brisa bike, Chris demonstrated some moves, including hopping across a 14 foot wide canal and landing on his rear wheel. Travelling with him were his wife, a riding buddy from San Paulo, and a Yemeni trials rider whom the three had met over the Internet. Eighteen-year-old Norco rider Ryan Senechal and his buddies Mike and Tony made the trip from Toronto to compete. Ryan rode a titanium Norco Team Trials bike, equipped with two chain rings, "So I can ride it on the trails, too!" Ryan recommends snowboarding in the off-season to stay in shape for trials.

One of the most interesting people at the event demonstrated that there is no atypical background for trials rider

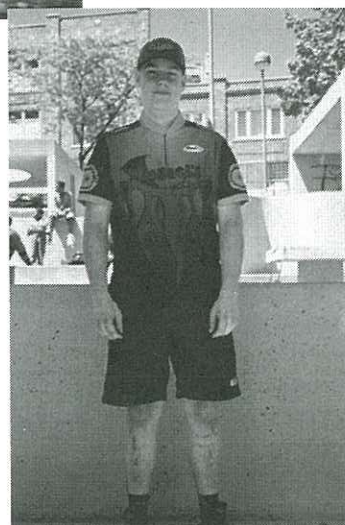
more mountain bikers will discover that trials riding is a great way to further develop cross-country riding skills." Aaron is touring the Midwest circuit, and he's excited

development. "Dorf", a bike shop employee from Janesville, Wisconsin, began as a cross-country mountain bike racer, switched to bmx, and then "progressed" to trials riding. Dorf has been riding trials for just over six months and competes in the sport/stock division. A frightening array of scars on his arms and legs testified that he had learned the hard way about the importance of safety padding. Dorf's advice to aspiring riders was simple, "Attend an event or two and study other riders' techniques."

A good-sized crowd gathered to watch the competitors, including many locals that happened to be walking by. Many of them looked on in amazement as the riders practiced balancing on their front or rear wheel, or bunny-hopped over a three-foot high fence. Some riders even jumped their bikes up on to a five-foot vertical concrete platform! The

event started with the beginner competition, a relatively "easy" course that consisted of one-foot verticals and off-camber sections. Gradually, the competition progressed to other sections with more difficult obstacles and terrain.

The event was a big success, and a good time was had by all. More than a few mountain bikers left the event thinking of incorporating trials skills into their riding



Purdue grad student Mike Melchior

and training routine. If you have an old mountain bike lying around that's a bit too small, drop the seat down, throw some platform pedals on the bike, grab your safety gear, and give trials riding a try!

Trials Riding

The Basics

The energetic and exciting sport of observed trials involves maneuvering a bicycle through a difficult obstacle course. A typical observed trials course is divided into 5 or 6 sections. Each competing rider must ride their bike on, over, and around various obstacles such as benches, stairs, and concrete blocks. Riders are timed and must complete each section of the course in the allotted time.

One of the most challenging aspects of observed trials riding is that riders must maintain near-perfect balance while riding the course. Throughout much of the course, riders lock their brakes and literally hop their bikes from obstacle to obstacle. Riders receive penalty points if they touch the ground or objects with their hands or feet (referred to as a "dab") to maintain their balance. Improper placement of the competitor's bike within the boundaries of the course will also result in penalty points. Riders are allowed up to five penalty points for each section of the course.

Trials riders compete in various classes, using either "stock" or "modified" bikes. A stock bike is basically a mountain bike with a long top tube and plenty of stand-over clearance. Regulations require stock bikes to have at least five gears. A modified trials bike looks like a low-slung bmx bike, having one fixed gear and small wheels that must be at least 19 inches in diameter. While both stock and modified bikes have flat platform pedals and a "bash ring" mounted on the crank, modified bikes are also equipped with a special "bash guard" (a plate) mounted underneath the frame's bottom bracket. Bikes have V-type or Magura hydraulic brakes. Riders wear soft-soled shoes, a helmet, and other safety gear. Riders start in the beginner class and typically move up to the sport class within six months. From there, they may advance to expert level and finally become pro. There is a sport and modified category for each class. For additional information on the sport of observed trials riding, check out these web-sites:

<http://ai-studio.com/mts/midwest.html>

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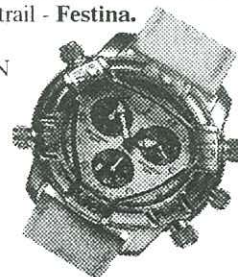
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MICHIGAN MOUNTAIN BIKING ASSOCIATION

Eagle Scout Project a Success at the Cannonsburg State Game Area

By Dave Heyboer

On Saturday April 15, 2000, **Matt Stachowiak**, a candidate for the prestigious "Eagle Scout" award, conducted a work party comprised of his local scout troop. The work party had a considerable project planned: to build an informational kiosk at the Four Mile Road parking lot, place directional arrows on the completed trail, and to place "You are here" maps on each section of the trail. The scouts' parents were there to lend a hand and give guidance. The parents also supported with food and beverages, an important commodity for a group of young boys.

The MMBA had lobbied for several years for permission to place directional arrows and a kiosk in the Cannonsburg State Game area. Fortunately, Matt came along wanting to do a project when

approval for the Cannonsburg work came through. The work progressed very well, and most of the work was completed that day. Matt did an excellent job on the

Matt, his brother Brad and their father Tony are avid mountain bikers and are members of the MMBA. The Western Chapter is very happy to have people like Matt and his family as fellow members and active Volunteers. If you should happen to meet Matt, please express your gratitude for his work on this very worthwhile project.

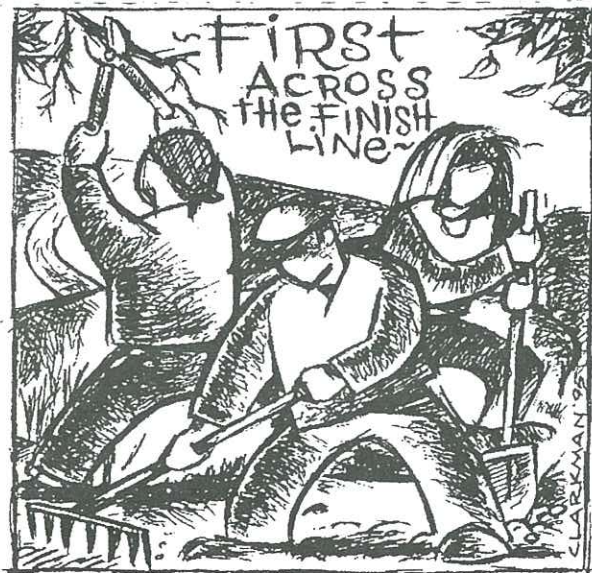
Matt Stachowiak, Eagle Scout / Volunteers working on Kiosk at Cannonsburg



planning and execution of this project. He worked with the DNR land manager to meet all DNR requirements, and he obtained a written permit to do the project. The materials for the project were supplied by donations and by Matt's parents.



Ed Berta FAFL Trail Care Program 2000



The MMBA is pleased to announce that outdoor clothing manufacturer, **Patagonia**, will be the title sponsor of the **MMBA Ed Berta, First Across the Finish Line Trail Maintenance Series**. The Ed Berta FAFL Series is a competitive event in which members of each of the MMBA's nine chapters participate in trail workdays, competing for total hours of trail work at ORGANIZED MMBA Ed Berta FAFL Trail Maintenance Events. Winners will be rewarded with product from Patagonia's Endurance Line. Top Finishers will be recognized during the 2001 MMBA Annual Meeting, Awards and Swap Meet, held the first Sunday in February 2001. "Working with **Patagonia** is a good match for the MMBA," according to Jason Aric Jones your MMBA President, "They (Patagonia) have a long history of supporting many great environmental causes and advocacy organizations. **We are honored that they have chosen to work with us.**"



Another great thing about this competition is no matter where you finish in the Ed Berta FAFL series, everyone wins because of the charitable work done on the trails! Just come out and lend a hand, there's no training required, it's fun and you'll enjoy your next ride even more. See you on the trails!



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The MMBA has further advanced the cause of local trail advocacy with a new industry relationship, the MMBA has inked a new deal with Santa Rosa, California's Ibis Cycles, through which Ibis has become the official bicycle of the MMBA. In some ways it goes beyond mere sponsorship, and functions more as a manufacturer-dealer rep relationship. Ibis, will give a commission to the MMBA for all Michigan bike and accessory sales. The MMBA website (www.mmba.org), in turn, will feature a link to Ibis Direct (www.ibiscycles.com), as well as prominent promotions at the advocacy group's race series events and trail maintenance days and in the pages of the official newsletter/zine, the "Bent Rim Bugle."

The partnership, according to MMBA President Jason Aric Jones, will "take local advocacy to a new level. Trail creation and maintenance is a business. It's not just a club." And the MMBA is no stranger to creative fund-raising. In addition to the group's successful Big Ring Ale, MMBA Java, custom jerseys, shirts and hats, there are 5 major sponsors — Subaru, Festina, Dagger, RockShox and Patagonia — who are currently involved with the MMBA..



Jersey/logos viewable on the web and you can get an order form there too!
www.mmba.org

Pre-Order Form

Official 2000 MMBA Jerseys

For years you've asked, now you shall receive, direct from Italy - MMBA Jerseys! We are cutting members the best cycling jersey deal in Michigan. For only \$50, you can obtain this swanky new Y2K jersey, complete with MMBA sponsor and program logos.

This jersey has been custom designed and sublimated by Italian cycling apparel company, Biemme, exclusively for the MMBA using Biemme's proprietary high-tech moisture wicking fabric. Color is a "blue fade" (darker blue at the top to lighter blue at the bottom) with black and white accents. Bella! Quantities are limited, so pre-order yours today. Delivery will take six to eight weeks as they are still being printed (hey, Italy is a long way away), but it will be well worth the wait. Pre-orders will ship first, so get that check in the mail! Jersey sizes run pretty "true" to normal S/M/L/XL/XXL sizing.

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National Trails Day, June 3 And Mountain Kids

**Spoke Junkies and MMBA
welcome children at Island
Lake Rec Area for a day of
mountain biking.**

**Story & photos by
Bryan Mitchell**

On June 3rd, National Trails Day, about 20 fifth grade kids from Apollo Elementary near Milford Michigan spent part of the day at Island Lake Rec. Area taking part in the Mountain Kids Program sponsored by the MMBA. **The Mountain Kids program** was designed as a fun introduction to Mountain biking for kids who may not otherwise have had such an opportunity. Bikes and helmets are provided by MMBA for the kids to use. The bikes were donated to the program from **REI** in Northville.

After a quick breakfast of bagels and OJ the kids were eager to hit the trails. Eleven year old Andrew Siev doing some pushing up a hill at Island Lake. So after being fitted for a bike and helmet, then a quick safety and riding lesson each one got a chance to go out on a group ride with adult Volunteers from the MMBA and the Spokejunkies. The woods echoed with laughing, howling and yelling as these new mountain bikers, and the older ones, zipped down the trail. Some even started looking like mountain bikers getting a little muddy. It was hard to get them off the trail except when hunger kicked in and it was time for some grilled hot dogs and chips. Then back on the trail for one more ride.

A few more highlights; one of the MMBA members - **Hans**, graciously donated a new mountain bike for one of the kids to win in a contest. The kids also were given a gift bag with some cool swag in it - water bottle, (donated by MMBA), some handouts, some stickers and gu, along with other fun stuff that donated by South Lyon Cycle. What a great day out on the trail with young, enthusiastic bikers. It was hard to tell who was smiling more and had a better time, the kids, or the adults. Thanks to everyone who pitched in to make this such a fun filled day for these Mountain Kids. For more info on getting involved with Mountain Kids check the MMBA website at www.mmba.org.



Eleven year old Andrew Siev doing some pushing up a hill at Island Lake.



Inset: Sean Foster and other enthusiastic children zipping down the Island Lake trail.

Putting It All Together by Karen Millar

Although the sun wasn't shining in the sky it certainly was shining in the faces of the students from Apollo Elementary School in Milford. From the moment they began to arrive you could sense the excitement.

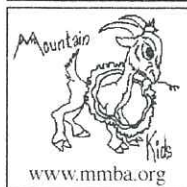
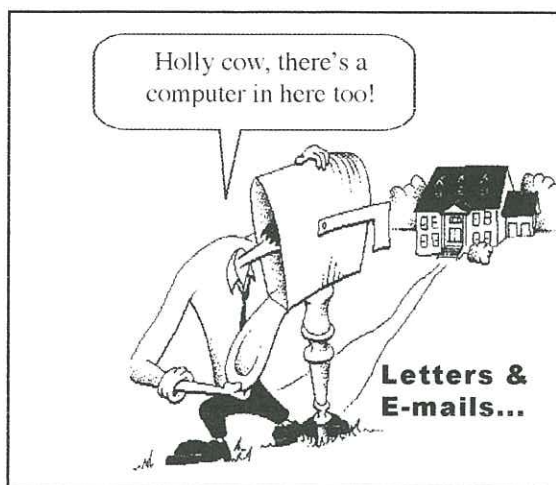
The questions were many: "We get to ride in the dirt?" "Is there mud?" "When do we get to start riding" and eventually, "I want another turn" was heard.

The Kids were dropped off and their group leader, Anna Moreno Hamm, a school social worker with Huron Valley schools, checked them in as they milled about eating bagels, putting on name tags and eyed the bikes. **MMBA members: Kyle, Todd, Bill, Peg, Clinton and others helped fit the first 10 kids to bikes and helmets.** Soon there were kids riding in circles everywhere. Once all the kids arrived introductions were made, directions were given and snapshots were taken, the first ten riders took off. Accompanied by nearly as many adults, they made their way, laughing and yelling, around the warm up loops at Island Lake. All came off the trail with huge smiles and a bit of mud! Perfect!

While the first group was out riding the remaining kids got some basic instruction on bicycle safety and techniques for riding on the trails. From there the kids just kept taking turns going out, all of them wanting to go over and over again - even Erica, who crashed twice! Hot dogs were grilled with great expertise from Peg and Todd and served up with chips, cookies and Faygo.

At the end of the Day six new helmets (courtesy of **Roll Models** in Allen Park) were given away - along with a new appreciation and understanding about the importance of wearing them. Other swag was generously donated by South Lyon Cycle and many happy memories were cultivated.

Andrew's pink cheeks, Erica's bravery, Chase's love of the mud, all the "little headed" kids making a bid on the last (really) small helmet, and many more. As for the adult volunteers, I think, like the Grinch, our hearts grew a little bit bigger that day.



"It was an experience of a life time that I will never forget."
Chase

Building A Float To Say Thanks

Dear Karen (Millar)

I had a great time Saturday (June 3, 200). I hope that you and all the people enjoy my float. Kentaro let me use his bike, helmet, and sunglasses. The bike on the float I made has pedals that move. My friend Sean got lost and the people gave me great tips about bikes. The blue bike trail had a lot of mud puddles. Josh hit a tree and almost made me flip and crash. I am glad Mrs. Moreno and Mr. Macgregor chose me to go. So, I hope you choose my float.

Sincerely

Eric Szafranski

My Bike Adventure

I wanted to tell you that the bike riding adventure was the best thing I have ever done. It taught me a lot about safety and the rules of bike riding that I did not know. I learned the enjoyment of bike riding out in the open. It was an experience of a life time that I will never forget. I want to thank "Mountain Kids" and all the Volunteers for helping making this possible for all the kids.

Sincerely Chase Huss

Thank You

Thank you for giving us a fun time. Mountain biking was fun. So, was the party in school. It left a good impression in my head of what my last year at Apollo was like. I think it was very nice of the Mountain Biking Kids place to come out. I think it was fun getting lost. Getting lost taught me a very good lesson.

Always were a helmet. If I wasn't

wearing a helmet when I flipped over my handle bars I probably would have been hurt pretty bad. It was a very fun thing to do. I thank the Mountain Biking Kids for teaching me how to ride on real paths. I also thank Mrs. Moreno Hamm for arranging the party and the Mountain Biking Kids.

Sincerely,

Erica M.

Twentyone, Responsible, Bikes, Book & Brew

Hey All!

The following is from an ex-Michigander who I sent some Big Ring Ale to. He obviously loves it. He has a contract for (2) books called "Bike & Brew".....the best trails and the best brewpubs. He's starting in the Rockies. Look for it in a store near you soon.

Lisa (Midstate Chapter MMBA).

Hey Lisa!

I got a little brown package in the mail yesterday...Thank you, thank you, thank you! I have to admit, after digging out the first bottle and finding it was plastic, I was a bit worried. Drinking beer out of a plastic bottle?

Sounds like a scam Budweiser would try or something. But, it was MMBA and a microbrew so I sucked it up, poured it out into a proper pint glass, and gave it a try.

It was awesome! Not only the best beer I've ever had out of a plastic bottle. It was the best microwaved Brown Ale I've ever had. Period. The MMBA sure did an excellent job of picking their brewery. I'm very impressed. While Webberville Michigan will not be an official pair in Bike and Brew, it will get mentioned - that's for damn sure!

Thanks for passing along the brew. I'm picking up a case the next time I'm in town. Big Ring Rules! Peace.

Todd

Florida -

Will Miss the MMBA But Not The Snow!

Hi, all. I just wanted to let everyone know I am moving to Florida, where I'll be riding sand (Florida riders think they own all the sand in the world. Hah!), swamps and rock pits. I will surely miss Michigan riding, though I'll come back up to ride when I can. I want to thank the MMBA, and especially Emil and all at the Poto chapter. I've only been riding for

two years, and being from Ohio, as well as working 2nd shift, it was difficult to meet riders and improve my skills. The Poto chapter made me feel welcome, and MMBA races were fun and challenging. Don't let anyone fool you. The MMBA may not be the World Cup, but Michigan has some of the best riding/racing/ support in the Eastern US. I've ridden alot of places. Talking to a mech at a bike shop in Sanford, N.C. He was saying racing and general interest has waned there. I was proud to tell him MMBA has been and will continue to grow. So keep up the good work, and support the leadership. They seem willing to work with us.

I'll be keeping in touch through the web site, and will be thinking about you in January when I'm riding Hard Rock.

Best dirt to all!

Off the web:

To the MMBA President And Executive Director:

Visit the MMBA on the Internet:

www.mmba.org

Subject: Destruction of MTB trails

Date: Mon, 29 May 2000 06:56:26 PDT

Dear Mr. President

I am an avid mountain bike rider living in NE Michigan. I don't belong to the MMBA, however I am a member of the IMBA. I would like to bring your attention to the destruction of our trails by equestrians.

This spring, a group of us traveled to the west side of the state to ride Hungerford Lake. The trail was so badly damaged by horses that portions were not rideable. This trail is well marked at every intersection "NO HORSES". We rode this trail one year ago, and I was amazed by the destruction caused by the horses in one year.

Last fall, we rode the High Country Pathways from Town Corner to Clear Lake. This is one of my favorite rides in the state. Again, the Equestrians have destroyed sections of the trail making it un-rideable. This trail is also well marked "NO HORSES".

Clearly, horses and MTBs are not compatible in soft terrain. Horses weigh 1200 lbs and ride on steel shoes, while MTBs weigh 25 lbs and ride on soft rubber tires. Horses do more damage than dirt bikes. Why can't we get some enforcement on the MTB trails? If this was a problem with dirt bikes or quads, the DNR would be out writing tickets and confiscating property...

Sherm Kutchin

(letters continued pg. 28)

Welcome to Burchfield... Now can you really ride?

runs. It also pays to have tires with good side knobs. While some sections of the trail are fast, there are too many obstacles overall to maintain speed for any significant length of time.

Burchfield County Park Mountain Bike Trail Expansion- By Harv Seeley

The trail expansion at the **Burchfield County Park in Lansing** is now open. The new trail is just over 4 miles long and is only the first of a three-phase project. **Members of the Mid-State Chapter in Lansing** recognized the need to create a challenging and interesting trail within Lansing - an area mostly devoid of decent trails. During the summer of 1999, local trail areas were scouted for new trail possibilities. Burchfield presented the best option in terms of existing park infrastructure and decent terrain with a history of being

work was completed May 21st with a grand opening ride/picnic on June 3rd. Evaluation of the trails will occur through this summer, with Phases Two and Three to be discussed this winter.

designers agreed right from the start that the **plentiful bunny trails** and the **eight-miles of existing flat two-tracks** in the

The trail area would provide a great base to build upon. This trail, it was decided, was to **become an all out assault on**

bike handling and technical skills.

Space is limited at Burchfield, so it's a very twisty trail. Sections of the trail resemble features of Highland, Ionia, and Fort Custer. If you do all of the ramps and bridges, it feels like you're riding (an easier version of) Vancouver. The trail features a number of steep hills as you run over and along a couple of ridge lines. On your way, you'll encounter a couple of rock piles, lots of sharp turns, a good chunk of fast off-camber stuff, a sprinkling of simple North Shore style ladder bridges and ramps, and practically every fallen log in the park. This is a great trail for an efficient full suspension rig. You may suffer a bit on the climbs, but it'll really pay off on the ramps and the downhill

Kentaro's Challenge

Trail Guide

Enter and park at the main Burchfield parking lot.

A large trail map and trail markers lead to a short uphill. At the top, the trail splits three ways; take the left turn, and you'll see the entrance to the advanced loop 30 feet to your right. Go over a log, and immediately after a downhill sweeping turn through the trees, you'll begin "Randy's Maze", a very twisty 2 miles of trail. There are few obstacles here, other than two large rock piles that you'll need to negotiate. One note: there's a climb immediately after the downhill section, so keep your speed up. The many fast, sharp turns and limited visibility require alertness.

Shortly after hitting the second rock pile, you'll enter "Annie G's Playhouse". The trail runs back and forth between two ridge lines and features very fast downhills followed by climbs. In the middle of this section, a quick uphill right turn leads to "Treehugger's Log", a

Annie G's Playhouse

mountain bike friendly. Initial meetings with the Ingham County Parks management began in October, 1999 and continued through December. **Parks Director Bob Moore and Burchfield manager Jeff Gehl fell in solidly with the preliminary plan**, working closely with Mid-State members to get the actual proposal together and to set guidelines for the new trails. Their assistance and support was crucial throughout this process.

The finished proposal was presented in January 2000 to the Ingham County Parks Board. The Board was very receptive to the new trail proposals, and they gave us unanimous approval on the spot to develop Phase One. The Mid-State team immediately marked the trails, and trail clearing began in February. By May, almost 30 Volunteers had put in 247 hours of work on the trail. Trail

Hanson's Be-Bop

rough-ramped obstacle that requires a good rear wheel hop to get over. It is often slippery, so balance and timing is the key for this one. Soon after, you'll be faced with a dual downhill route. The left route is a straight downhill run, while the right route has a jump ramp on it. As you



the trail just ahead. Follow this for about 200 yards, and you'll pick up the trail again on your left. A very fast off camber downhill run leads back to main trailhead. Total distance for the advanced loop is 4 miles and 7-11 miles

ride onto the ramp and get the front end in the air, the ground just disappears! It's a serious adrenaline rush, but good technique is critical.

After the downhill, you'll hit "Kentaro's Challenge" a short uphill stretch that serves up ten obstacles of varying difficulty with no options for a bypass. It's endo territory all the way.

lies a lust for sick ramps. Looman's Run crosses a dirt road and picks up with a short downhill that turns left very fast and hits you with the nastiest A-frame ramp ever. A bypass is available for the sane. This section ends over a rockpile that still has never been cleaned. Make a quick wheelie drop onto the older two-

for the flatland loop.

For directions check the Mid-State chapter's web page:

<http://www.verdigris-online.com/mid-state>

ed: A special thanks to Harv Seeley and all of the Volunteers who helped him. Without his Volunteer efforts the land management authority may have embraced the concept of mountain biking based on information from the MMBA and other sources, but without the help of Harv and his Volunteers the trail might have remained unfinished.

**Additional notes from Dennis Hansen/
MMBA Trails Information Coordinator/
Author of Trails Atlas of Michigan:**

Burchfield Park is located just south of I-96 at the Martin L. King (LoganStreet) Exit south west edge of Lansing. Take MLK south to the first stop light (Bishop Rd) (McDonalds), then left (east) which turns

south in about a mile. Then continue south several miles to the park entrance on the west side of the road. Sometimes they charge a daily fee of \$2.00 a car. The park is officially open from 8am to dusk (But the gate has always been open at 7am). The farthest parking lot is the closest to the trailhead (trailhead can be seen from the parking lot (about 300' away).

Denny Vandecar from Denny's Cycling and Fitness/Central Park

Bicycles in Lansing and Okemos and a good supported of the MMBA liked the trail a lot.

"My hat is off to Harv Seeley, who made this trail a reality. Without his dedication, it would never have happend."



Something for everyone at Burchfield Park from log ramps to flat easy riding...

Photos by Hansen Publishing Company/Dennis Hansen

Kentaro's Challenge merges with an older two-track for about 300 yards; you'll see the entrance to the next section on your left. You'll need to clean a large, unramped log before heading to the first North Shore style ramp. This is "Red Route 1", a 10 foot-long entrance to a wheelie drop. There is a bail-out option at the top of the ramp: a 9 inch wide ladder that extends for eight feet, so you can drop off easily. RR 1 leads through a series of off-camber climbs and descents, with a couple of ramps thrown in for fun. The largest ladder bridge in this section is a 20 foot long, 9-12" path atop a fallen tree, with a wheelie drop at the end.

Next is "Looman's Run", a section of singletrack punctuated with a number of very difficult ramps. This is what happens when an XC racer discovers that in the back of his mind

track and head to the right to the trailhead. At the Riverbend trailhead, you can head left for a nice 3-7 mile flatland run or turn right and hit the ending section of the new trails.

Going to the right, you'll see a sign where the advanced loop continues; take that into the woods to ride "Hansen's Be-Bop". There are only two obstacles here: a short ladder A-frame and a large ladder bridge. The bridge offers two routes, a wheelie drop after just 15 feet, and an "extension" that runs another twenty feet with a wheelie at the end. The old two-track merges with





On Mountain Biking and Passion...

By Jason Aric Jones
MMBA President

One of the reasons the world of mountain biking has always been interesting to me is the passion that it invokes. This passion is exuded in many ways by a wide array of people. For some riders, there is an almost surreal harmony that comes from communing with nature while at the same time exerting themselves physically. These riders often view riding as a cleansing and meditative experience almost religious in nature - a kind of "Church of the Rotating Mass". And, if history has taught us anything, it is that religion breeds passion. For other riders, their passion for mountain biking is simply derived from the fact that it provides them with much needed refuge from the rigors of everyday life. It is a valuable form of escape from problems at home or work.

As much as these displays of passion by riders captivate me, it is not their passion that I find most compelling. Rather, it is the passion that mountain biking invokes in non-riders that keeps me marveling.

Not too long ago, I was driving through a small town in the MMBA Subaru Trail Care Forester when I stopped to talk to a fellow biker that I just happened to see walking down the street. As he leaned in my passenger window talking to me, a middle-aged man of portly build wearing a suit and tie also approached me. "Are you with those mountain bike people?" he said. I replied, "Well, yeah, I'm with some mountain bike people - I'm with the Michigan Mountain Biking Association. We are a not-for-profit, non-motorized, trails advocacy group that works with individuals, companies, and land managers to preserve, maintain, and

create trails and green space."

"Oh, good, then I'm sure you can help me", he said. When I asked what I could help him with, he went on to explain how there was a large parcel of land bordering his property. He stated that there was, "a real problem" with some mountain bikers riding on that property. I asked him about the ownership of the land. Ownership turned out to be quasi-public, with the land being owned by a public university. I asked if the land manager had a problem with cyclists using the land. The man replied that "everyone" had a problem with mountain bikers using the land. I asked the man what his problem with mountain bikers riding there was. He again conveyed to me that fact that his property bordered this land and that he and his wife liked to walk on the University property. "OK, but how are mountain bikes a problem for you.", I asked. The man's face fell flush, and his bald head began to resemble a big, red Beefsteak Tomato. "Listen. You (blankty-blanks) just need to get the (blankty-blank) outta that (blankty blank) land. I've lived there for over 10 years. People that live by that land like to walk their dogs and hike around back there. You just need to tell YOUR people to STAY THE (BLANK) OUTTA THERE!", he said, with fist clenched slightly, gesturing in a pounding motion. I sat rather stunned as he made a waving gesture and walked away cursing. Wow, that was passion.

Subsequent to my little run-in with this man, I made some phone calls. I came to find out that "officially" the University does not let members of John Q. Public trespass on the land. Unofficially, the land manager indicated that "as long as things didn't get out of hand",

he had an unofficial policy of turning the other cheek to good natured citizens seeking benevolent forms of recreational use on the land.

Very interesting. So the man that spoke so passionately against bikes was also an unofficial official trespasser on the land along with the bikers. His passion stemmed from that ugly NIMBY (Not In My BackYard) attitude that so often rears its head in our I-got-mine-you-go-find-yours-somewhere-else society.

I can't help but feel sorry for this man. Strangely, not because I disagree with his passion. He was just looking for what the passionate mountain biker is looking for - a sacred place; a hideout; one of the few remaining swaths of green space remaining in this sprawling, brick-n'-mortar, economy-driven megalopolis that we call our society. This man's outward appearance gave no hint of his inner energy to protect his space. Even his discussion with me seemed to suggest that he wasn't sure what internal fire caused him to create such a passionate display. Over ten years ago, he had bought an acre or two legally, but mentally he had acquired thousands. This acreage provided him with something that the rest of his life couldn't, and he didn't even know it. I admired his passion. It was the fact that he had so much misdirected energy that made me pity him.

What if he redirected some of that negative energy toward something positive? What if instead of trying to "protect" his forty-acres and mule, he put forth some energy to preserve and create more public green space for the future? In the end, I guess it was an easier catharsis for him to launch a search-and-destroy mission rather than one of search-and-rescue.

Nowhere does a man
retire with more quiet
or freedom than into
his own soul.
Marcus Aurelius

To leave or not to leave.... "naturally" placed obstacles (i.e. downed trees, rocks, roots, etc.)

To create or not to create..."man-made"

obstacles (i.e. chutes, ramps, catwalks, etc.)

These are the questions.

I'm not going to profess to have all the answers to these questions, but I am going to present some additional questions (along with some editorial comments) that need to be addressed when looking for said answers.

The first question that I believe needs to be addressed is always, "Is it OK with the land manager?" If it ain't, noth' in else matters — end of story. Start defying land managers, and you start jeopardizing trail access. I'd rather ride on a less technical trail any day then not be able to ride trail at all. Oh, so you think you can build pirate trail and get away with it? You think you can do what you want and not be caught? Here's the 411 for you. Increasingly, this just ain't gonna work.

Why? A simple equation: more people + less green space = more demand for green space = more people watching what is going on in the green space = more people complaining when you do things you shouldn't in the green space = more law enforcement in the green space.

The second question that needs to be addressed is, "Is it OK with the trail's users?" Some trails are multi-use, some trails are single (designated) use. Just

Shakespeare's Trail Sonnet

By Jason Aric Jones

because you'd like to see a root ball ramp leading up to a five foot high log catwalk on the blue loop at Island Lake doesn't mean the women walking her dog wants to have to bolt over this kind of contraption on her morning constitutional. It also doesn't mean that recreational rider down the street from you wants to experience the trail that you built so that you can relive your "old motorcycle trials days in Spain". On public land trails, you must consider what the public's wants and needs are (that's why they call it "public").

So, let's say that the land manager approves, and there are a fair number of users that would like to see a designated, more technical trail containing some natural and even some man-made obstacles. Let's do it, right?


Well, yeah, OK - but, there are some things you should consider. First of all, because of the technical nature of the trail, its obstacles, and the fact that it is on public land; you darn well better make sure there is proper signage and notice regarding the level of technical difficulty present on the trail. You also better be sure that there are no "hidden" obstacles. For instance, if a ramp over a log looks like a ramp, it better be a ramp and not a teeter-totter.

A couple other "ramifications" you need to consider: How will others perceive what you are doing? In the case of introducing man-made obstacles that are unnatural, well, let's just say that using 2 x 4's and plywood probably is going to make you as many enemies as friends, and you gotta ask, "Do mountain bikers need more enemies?" So, if you are willing, able, and approved to make "chutes and ladders", you'd best look at your more "natural" options.

Hey, I hate the fact that we have such an overly litigious society as much as you do. However, lawsuits are a reality and they do have ramifications on trail access. Whether or not any of these suits have merit or hold up in court, I can tell you one thing: building North Shore style trails will not lessen the chances of Sam Bernstein busting out the old "personal injury" lawsuit on behalf of his beginning mountain bike client that "didn't know" that he could get hurt on that 10 foot high catwalk.

Don't get me wrong here. I am not saying that leaving or creating obstacles can't be done or doesn't have a place on trails. I also don't want to hear you agro-hardcore clones busting out the resets about how "the MMBA doesn't care about aggressive riders". That is pure hogwash. I'm just saying that the circumstances have to be right, and the ramifications have to be considered. I know a lot of you wish you could build any trail you want, anywhere, anytime, without anyone else riding it, without anyone else knowing about it, and without any ramifications. But, how does that saying go....if wishes were fishes...

The Angry Asian??? What the \$ % & & & ****?



W. J. JONES

CUSTOM SUSPENSION FORK TUNING



angryasian@umich.edu

The "angry Asian" is a nickname given to me by the guys I work with at **Two Wheel Tango**, after a few instances of, er, shall we say a loss of self-restraint. I'm not really angry, though. I am Asian, but I'd say that I'm much more bitter than angry. That's not to say that I'm never angry; it takes just the right thing. Could be any variety of things, actually, but one thing that is guaranteed to do it every time is when something goes wrong with my bike in the middle of a ride. These days, free time's pretty scarce, as I'm sure it is for most of you. Every ride has to be good, has to be fast,

has to feel good, basically just has to kick some major ass.

Granted, Murphy's law allows for a lot of things that will conspire to ruin your ride. While they all suck nonetheless, they're sort of acceptable in a way. After all, you have no power over most of it. Everything else, though, is purely within your control! When you make a mistake on the trail, you can usually deal with that. You figure out what you did and make sure you adjust accordingly. You were slow today? Ride more, train more, work harder; you'll get faster. Train your body. However, you also have to realize that you have to maintain

(asian continued next page)

(asian continued from last page)

your equipment in the exact same manner. It's your responsibility to keep it working reliably, to keep it performing to its potential, to keep it HAPPY (tell me that you never once felt like your bike had a mind of its own. Come on now). You can't beat on it ride after ride after ride and not expect it to feel the pain at least a little bit. Your bike will ALWAYS let you know what's up. I can't begin to tell you how many races I've worked at where a person has obviously spent countless hours tuning their body, but waited until the morning of the race to have someone look at their bike. There they are one second, having the best ride of their life, doing everything the way they're supposed to. Then,

Ka-POW!
squeak squeak
rattle rattle
on your right!!
on your left!!

They've lost the flow; they're out of the groove. All that time spent for absolutely nothing.

Now there are plenty of mechanics out there to help you with virtually everything that ails your bike. Suspension tuning, however, seems to have been lumped in with wheelbuilding into the "black art" category. That's why I'm here. A lot of the content of this site deals with some fairly basic maintenance and tuning issues, but the advanced tuning sections are what make this site special. There's where you'll find all the things that "the man" won't tell you: the stuff that doesn't officially exist but is out there, the things that aren't supposed to work but do, the little tweaks and mods that don't come in a neat little plastic bag and header card. After all, suspension is a great thing, but ONLY if it's tuned properly. Otherwise, you may as well use a rigid fork.

So read on, turn the volume up a tick or two, and give Murphy a good swift kick in the head. He's a little bastard, anyway.

the angry asian
angryasian@umich.edu



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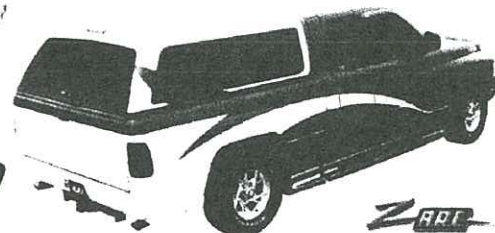
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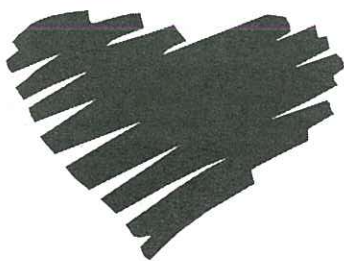


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Golf	46.2%
Bicycle Riding	45.9%
Camping	45.0%
Aerobic Exercise	42.0%
Hiking	40.8%
Motor/Power	
Boating	38.6%
Inline Skating	38.2%

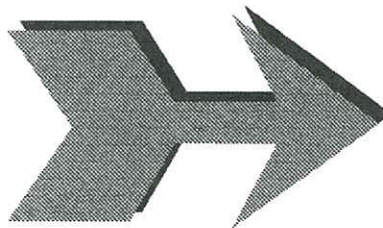
Figures From National Sporting Goods Association/Bicycle Retailer 1/99

Please note Correction: The cover of the BRB issue #52 was designed by Kaye Krapohl of the Poto Chapter. Thank you for making the MMBA one of the best mountain biking associations in the country!

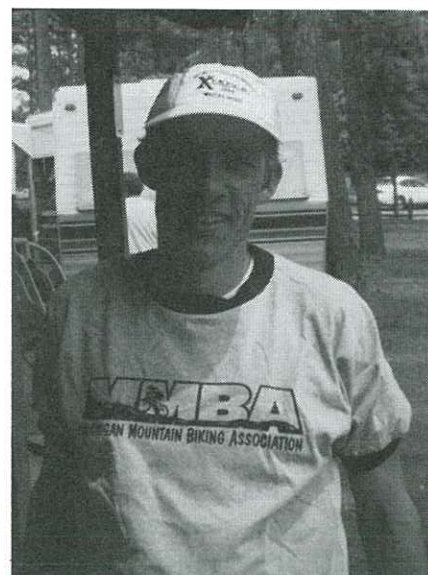


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Cover of BRB issue #52



Look who's wearing an MMBA shirt! Thanks Ned Overend for supporting the MMBA with your advocacy efforts nation wide. Ned is a past Norba and World champion mountain biker, Kick Your Butt rider and trainer guru! Todd Scott gave Ned one of our classic shirts at the Ruston, Louisiana XTERRA event this past spring. Wear it and go Ned!

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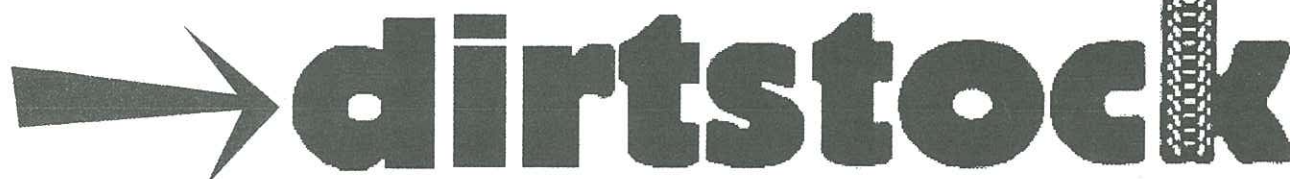
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Reclaiming Trail

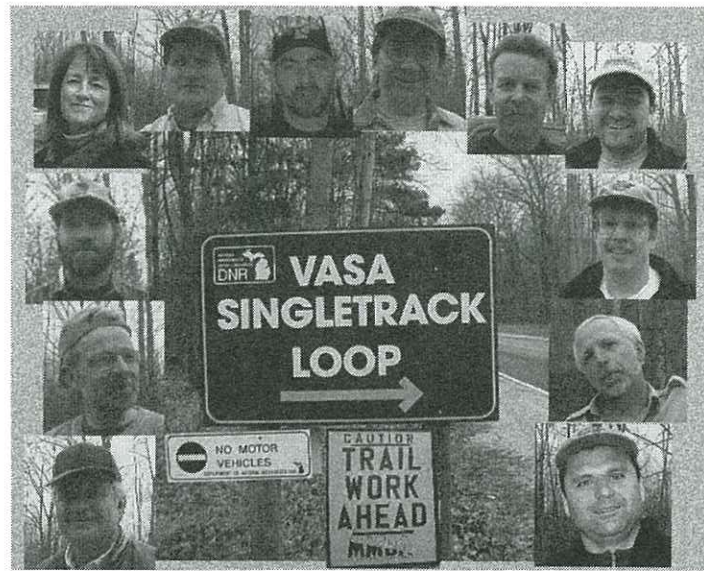


Traverse City Michigan, Spring MMBA Work Bee By Bruce Bojack Northern Chapter MMBA

The forest will reclaim a trail in a matter of months. To aide this process we use a technique of raking leaves into the trail then taking dead fall and placing it on the old trail. This puts organic matter back into the trail, retains moisture and encourages growth, while discouraging riders from using the old trail. By the end of the summer the trail will be completely reclaimed and you will be unable to find any trace of the old trail.

Putting Nature's Power to Work.

This process is easy and very quick. With several Volunteer, and a few rakes, you are ready to begin. After the new route has been established, you begin with your rakes on the old trail. Just



move along the trail with a Volunteer raking in organic materials from each side of the trail. Most of the time within reach of one rake length you can gather all the organic materials you need, hopefully some native seeds, and still leave the raked area with organic matter of it own. If you have several Volunteers, have the next pair of rakers start up the

trail a few hundred yards, then leapfrog your progress up the trail.

Following this progress, are a couple of Volunteers wearing gloves. They will be picking up old limbs and dead fall, placing these materials over the old trail. Lay the logs down in

uneven patterns to help it blend into the surrounding forest. The weight of the dead fall will help hold in place, the raked in organic material. Our reroutes are often just a few hundred feet long, as we fix trail impact problems from poor design along fall lines. This technique is extremely quick and effective, low impact and uses existing natural materials.

Existing Trail



Trail Reclaimed



Many thanks to extraordinary Volunteer Jim Heffner

READERS

Kides

By Jay Jones: Pontiac Lake
Chapter MMBA

Rider: Shari Hausbeck

Age: 28

How Did You Get Interested In Mountain Biking?

Simple, a guy I dated in college started mountain biking/racing. It looked like fun, so I started riding and got hooked. After spending time in the pit crew at races, I decided I would try my own hand at racing. I did my first race in the spring of 1995 at one of my favorite race courses, Boyne!

How Did You Hook Up With Your Current Bike Sponsor?

I "hooked up" with my primary sponsor TREK, when one of the reps, Mike Shrift, called me up over the winter and asked if I had any plans for the 99 season. At the time, I was keeping my options open and was interested in his proposal. I forwarded by race resume to him and the rest is history.

I would like to say thank you to all of my sponsors including *Gore Ride-On Cables*, *White Lightning*, and *King Cycle Group*, who help keep my bikes riding smooth as silk, and *GU*, who faithfully sends me a box of my favorite flavors every month to help keep the engines running. And of course, a huge thanks to TREK for providing me with the sweetest, single track shreddin', billy goat climbing, mad hatter descending rig I've ever ridden. And to the guy's in Alma, at Terry Cycle & Sports, who wrench on my bike when it needs it...Ride On!

How Long Have You Been Racing?

As I mentioned, I started racing in the spring of 1995, so I'm in my fifth season of racing.

What Is Your Favorite Place To Ride? Why?

My favorite place to ride is anywhere with my friends. Why? It's just not the same without them!

What Is Your Worst Experience On Your Mountain Bike?

My worst experience on my mountain bike was also my best...is that

possible???? I crashed while pre-riding a course a few seasons ago (May 30, 1998 to be exact). There

was this section of single track with really cool jumps that I just had to go back and ride a "race pace". As I came over the second to last jump, I lost it and launched myself into the air like superman...(supervoman?) and slammed into the face of the next jump. I couldn't move I was in so much pain. I thought I had a broken pelvis and collar bone.

While my friend Billy raced off to call an ambulance my other friends Jenn and Lesli tried to make me comfortable until it got there. I was strapped to a back-board with a neck brace and carried off the trail for my very first ride in an ambulance. In the ER, they ran a bunch of evil tests (felt so violated!!). My test came back clean though; and the x-rays of my neck, pelvis and collar bone were OK too. No broken bones. I did however, have severe muscle trauma in my lower back. And even though I got back in the saddle (hey, you have to ride right?), I

spent the next 4 1/2 months in physical therapy working through the injury. Thanks go to Jeff for torturing me in PT ;-).

So what was the best experience out of this? I found out what true friends I had. Not that I didn't already know. The night of my crash, Jenn and Lesli had to help me do everything, from walking to getting me in and out of bed. Over the next few days, they checked in on me and made sure I had help if I needed it. They were great!

By the way, in case you were wondering, my bike was fine.

If You Could Talk To Women About Mountain Biking What Would You Say?

There is no air-brushing...
The blood is yours.
The sweat is yours.
The tears are yours.
It is real.

The scars are trophies
The smell is sweet
The taste exquisite.

It is real
It is pure.
It is true.
It is you.
It is you.

If You Were Stranded On A Deserted Island What CD Would You Want?

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B/B	XTR
Pedals:	747
Rims:	Rolf Dolomite
Wheels -20 Spoke	Front/24 rear
Tires:	Bontrager
Revolt Sliks/Knobs	

(Ride continued next page)



Welcome back Jay Jones, through the 10+ years of the MMBA's history Jay has contributed many stories on MMBA members and their favorite bikes and rides. If you have a story just contact us and we'll put Jay on it. This issues ride, Shari Hausbeck pictured above.

Thank You Terry Ritter...
Welcome Fredrick Hunt....

Northern Chapter Changes Leadership

The MMBA Northern Chapter will be happy to know that they have found a new president, to replace Terry Ritter. He is Fredrick Hunt. You may have heard that Terry left for down state to enter into an Educational endeavor. Thank you Terry, very much for all your help in the Northern Chapter and diligence on the Race committee. Thank you Fred for stepping up and carrying on the trail torch!

The new Northern Chapter President, Fredrick Hunt, can be contacted at:
 Fredrick Hunt
 04348 Six Mile LK Rd.
 Ellsworth, Mi 49729
 231-536-0413
 frhupnorth@webtv.net
 Thanks again Fred!



MMBA MISSION STATEMENT

To promote responsible mountain biking and to work toward the goals of common land access and natural resource protection through interaction with policy makers, the cycling industry, race promoters, mountain bikers and other trail users.

Want to help the MMBA but don't have time for a trail care day. You can still help. Here's what we need:

600dpi printer (laser printer preferred) that can be used with a Mac 7600/(G3 upgraded)/PageMaker 6.5

Scanner (black and white is fine) that can be used with printer and Mac listed above

Three Ring Note Book Binders (hard cover) for storing DNR, NFS, MMBA Documents/Maps/Pics.

Any and all Articles from your local paper related to mountain biking.

Have other ideas? Just call us and we'll try and work something out. 616-785-0120.

Who Is Victor Vincente? And what is:

A Dirt Road Rider's Trek Epic and Other Dreams?

A new book by Jeff Potter. Some of you may remember Jeff's other project, a zine called **Out Your Back Door**, which centered around biking and our present day culture. Well the MMBA has a copy of his new book "**A Dirt Road Rider's Trek Epic and Other Dreams**" and we are looking for one of our members to read and review the book for the next issue of the Bent Rim Bugle (BRB). If you're that person, please call the MMBA at 616-785-0120 and we'll try and work something out. In Jeff's words, "The trek epic is real life and day-dreams combined, here and there mixed and matched,

and enhanced. Victor Vincente of America pays attention. The life and the dreams roll in. The writing rolls out. See what you think..."

You can also contact Jeff Potter at:

Great Lakes Press:

<http://www.glpbooks.com>
 (#1 publisher of engineering license reviews & discounts on techbooks)

Out Your Backdoor:

<http://www.outyourbackdoor.com/oyb>
 A Friendly zine of modern folkways and cultural rescue...with bikes.

(Ride continued from last page)

Headset: WTB Momentum w/
 Grease ports
 Stem: some no-name brand
 120mm but it works!
 Handlebar: Bontrager - 2014 T6
 Aluminum
 Grips: Bontrager - The skinniest
 I could find
 Barends: Bontrager
 Seatpost: Thomson Elite 420
 Saddle: WTB Ti SST 98 (it's the
 most comfortable saddle I've ever ridden...are
 you listening riders???)
**Strangest Place you Have Ever Gotten
 Chainring Marks?**
 Left hip....
Just in:
 I just upgraded to Norba pro! Yikes!

dirtstock

See page 25...

(letters continued from pg. 17)

Sherm,

Glad you're a member of IMBA. We would also like you to consider joining the MMBA, as IMBA's actual presence here in Michigan is totally reliant on the efforts and advocacy work done by the MMBA and it's Volunteers. There is an application on page 2 of this publication. We will look forward to your support (you don't have to race to be member of the MMBA).

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and her own destiny... fanatical kayaker.

(us junior team member)



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Ultrafuge ~ extremely loose hull and tapered ends ~
tuned up playboat for the smaller paddler

Dagger's whitewater kayak artist **Marc Lyle** and **Team D** have
created the *most aggressive*, advanced freestyle designs on the
scene. *Looseness* and vertical capability have reached *dizzying*
heights with this pair of planing-hull machines.

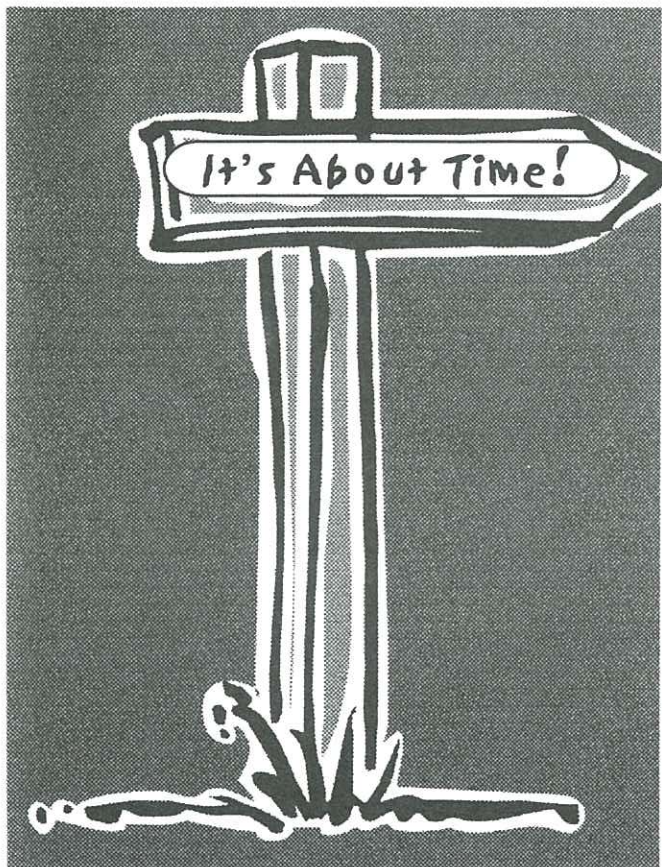


Ultrafuge



Centrifuge

photos by Charley Brooks, Wiley/Wales, Brandon Knapp



Editor's note: Unfortunately I misplaced the author's name for this article that was sent to me. If you're the person who wrote it please get your name to me for inclusion in the next BRB in September. However, without a doubt I'll bet each of you could tell a story about how, when and why you joined the MMBA. We would like to hear your story! Please forward your MMBA story to me for inclusion in up coming issues of the Bent Rim Bugle (BRB). Thank You!

"You should look for a bike club or group to join." My mother's advice was harmless, but nonetheless, I was apprehensive. Heed parental advice? Hmmmm... I gave it some thought and realized that Mom had never steered me wrong before. And so, I join the MMBA.

Looking back, I can't believe I waited so long to join! I'd been riding mountain bikes (or bikes that loosely resembled mountain bikes) since the mid-1980's. I purchased my first off-road steed with the intention of using it as a means of getting to my secret fishing, and mushroom hunting spots in the woods, reasoning that a mountain bike

was faster than walking. Occasionally on the local trails, I would chance upon MMBA members, who after regarding my attire of cut off blue jeans and flannel shirt, would politely suggest that I might be safer and enjoy the sport more by wearing bike shorts, gloves, and a helmet. I in turn looked at these people in their strange (to me) outfits as being akin to something from another planet! I often wondered what kind of

person would join this "MMBA" that they spoke of?

Common sense can elude me sometimes. I eventually realized that I was the kind of person that should join the MMBA, and I had been missing out on many wonderful opportunities by not joining sooner! Since I joined last fall

and attended my first meeting in February, I have found everyone in the Michigan Mountain Biking Association to be friendly, supportive, and eager to share good times on the trails with others. Some of those good times on the trails include "paying my dues" by attending the trail maintenance dates and other events as a Volunteer.

If you think that trail maintenance dates aren't any fun, your missing out! Picture this: meeting a at a local trailhead on a weekend morning (sometimes, you luck out and get free bagels or Clif bars, depending on who's running the event), fun-loving people working together, swapping jokes and having a good time, while helping to keep the trails in shape for future use. Of course, there is always the obligatory group ride on the trail after the shovels and saws are put away! There's nothing better than sharing a trail ride with a group of like-minded people; everyone's out to have a good time, and you can ride as fast or as slow as you like. Volunteering at the races events is also a great way to meet a lot of nice people!

I've discovered that the MMBA is a great organization to get involved with regardless of whether you're a racing maniac, weekend warrior, or just someone who loves mountain bikes. I'm glad that Mom talked me into getting involved with a bike group. **The MMBA is a wonderful family and I'm glad to be part of it!**



I·M·B·A

Last winter your IMBA dollars supported local efforts with \$1,000 IMBA Grant towards the general budget needs of the MMBA. Recently, the International Mountain Biking Association (IMBA) donated \$1,000 to

NEMBA (Northeast Mountain Biking Association) to show its support for the work done on the local level in the New England area.

You can support IMBA's efforts to empower local organizations to do what needs to be done to present a united national front to all, through your hands on efforts on the trail. And by joining IMBA. IMBA will also be sending the Trail Care Crew out again this summer (tentatively August 11-14). To join IMBA and or thank them for their support of local trail care needs call:

888-442-IMBA or check out their website at www.imba.com



Recreation Fee Demonstration Project Huron-Manistee National Forest... Or Where The Heck Your \$20.00 Bucks Went....

Red Tape or
Real Work?



With a state population of over 10 million people, and the sixth largest tourism industry in the nation, managing recreation sites on the Huron-Manistee National Forest for hiking, swimming, biking, horseback riding picnicking, camping, boating, hunting fishing, skiing and snow-shoeing has become a challenge. So, last year the Huron Manistee began charging fees for recreational uses (as authorized by the U.S. Congress). The challenge is to keep up with demand and the effects of high use in terms of vandalism, widespread litter, damage to vegetation, erosion and up keep of some very old and overused facilities and the conflicts of people using the same areas for different activities. All of this is occurring during a time of declining forest budgets and increasing costs of doing business.

The Huron-Manistee National Forest collected over \$121,000 through the Rec. Fee Demo project. The majority of the revenue was collected from the sale of vehicle passes (73%) at trailhead facilities. The rest was collected through dispersed camping permits, reservation for watercraft permits on the Pere Marquette and Pine Rivers and Kirtland's warbler tours.

How was the revenue used? The following should help you get a feel for how your dollars were spent (by %):

- **Backlogged Maintenance:** (9%) repair and maintenance of trails and facilities which have been needed for more than one year.
- **Maintenance:** (29%) current year maintenance and repairs which include trash pickup, graffiti removal, restroom cleaning, and repair of facilities.
- **Improvements:** (5%) new improvements to facilities and trails which include trail signs and installation of wilderness privies where none previously existed.
- **Visitor Information and Education:** (18%) public contacts and information education and customer service and

includes interpretive activities, signs and publications.

- **Cost Collection:** (15%) costs of sales, vendor contracts, cash processing, printing passes, and auditing of collections
- **Law Enforcement:** (18%) employee time actually spent checking vehicles for passes, writing notices of noncompliance, associated paperwork and database management.
- **Resource Protection:** (1%) activities related to the protection of resources, such as extinguishing abandoned campfires, watershed protection, etc.
- **Regional Fund:** (5%) Funds that are returned to the regional office as required by the Act. These funds are available for distribution by the regional forester for fee demo projects across the region.

So, what was done where?

- Installed "wilderness privies" at Hoist and Reid Lakes trail areas.
- Installed fire rings at AuSable River dispersed camping sites.
- Purchased lantern hangers for AuSable dispersed camping sites.
- Reconstructed bulletin boards and signs at Cathedral Pines.
- Replaced toilet building at Bear Island and Buttercup campgrounds.
- Cleared Wakeley Lake trails and installed signs. (Mountain Biking allowed at this area).
- Repaired the well at AuSable Loop Campground.
- Built a portable water/pumper unit to carry water to dispersed sites for

better cleaning.

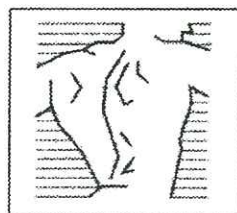
- Increased the maintenance schedule of cleaning sites.
- Installed fore rings at Blacksmith Bayou.
- Purchased and installed trash containers and provided trash collection at sites where this service was previously discontinued.
- Completed 25 miles of maintenance (waterbar cleaning, foot bridge repairs and blow down removals) along the North Country Trail.
- Completed 5 miles of backlogged maintenance along the Big M Trail, removing stumps and remarking the trail location markers (Xcountry skiing/mountain biking area).
- Installed additional playground equipment and repaired the walkway and rails to the viewing area at the Big M picnic area.
- Snow plowed Rainbow Bend, an additional river access site along the Manistee River.

This year in addition to the \$3.00 daily and \$5.00 weekly passes, the Huron-Manistee is offering people an additional choice of a single annual vehicle pass for \$20.00 or a household pass, which includes 2 annual vehicle passes for \$30.00. The discounted household pass is a unit and will not be separated, therefore, people cannot purchase the second annual pass for \$10.00 at a later date. There will also be 14 sites added to the Huron Manistee National Forest Rec. Fee Demo Project. For a list of sites to be added or any other question related to the program and its implications or to purchase your pass, just contact the Forest Service at: Huron-Manistee National Forest
1755 S. Mitchell Street
Cadillac, MI 49601
231-775-2421

ED: It was worth \$20 bucks don't you think? Let's hear from you...

Davis W. Brockenshire, D.C.

Chiropractic Physician . Applied Kinesiologist



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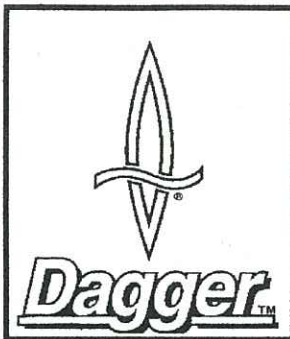


SUBARU

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WATCHES

ROCK SHOX



Want to ride this??? Check out page 18
and 19, in this, the summer issues of the
Bent Rim Bugle.
Photo by Greg Kotluth



Please Remember :

**NO RIDING MEMORIAL DAY
THROUGH LABOR DAY AT
OWASIPPI BOY SCOUT CAMP -**

**Also come Labor Day You Must
Have A Current Pass To Ride -**

Violators will Be Prosecuted!

**And more importantly if you don't pay,
you'll jeopardize your privilege to ride there.
Check with camp for hunting closure dates.
(Self sign in /pay at parking lot.) Just do it!**



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Helen Keller